

THE WEEKLY ARIZONAN

JULY 17, 1869.

THE INDIAN.

Notwithstanding all that has been reported concerning the Apache Indian, since the Spring of '68—his numerous robberies of mails and trains; the several attacks made by him upon settlers, involving the destruction of property and loss of stock; the many scenes in which his brutal nature sought satiety in the blood of the pioneer, and his gradually increasing hostility from time to time—we are, to-day, to a greater extent the victim of his ravages than at any former time. The people and press of Arizona have repeatedly entreated, begged for assistance; represented the thrilling condition of affairs here, in which homes have been desolated and families massacred by the Indian—but to no purpose. Nothing has been done which can lead us to hope for any important change. True, there are reports of troops being sent to Arizona—two or three companies. The department commander must, indeed, have taken a very contracted view of Indian affairs in Arizona if he suppose that a couple hundred men can work any important change when, perhaps, an equal number of these at present in the Territory will have been discharged by the time that the promised reinforcements arrive. Perhaps our military commanders believe that this mode of furnishing troops—seldom, and few at a time—is real economy; that to kill off the Apache by piece-meal is less expensive in proportion, as the maintenance of few companies amounts to less than that of many—very good policy if the work of ridding the Territory of Indians were a mere contract, backed by a limited amount of capital, but a pernicious policy when viewed as it should be: that the work must be done, and that the interests of the people, of the Territory, and of the nation at large demand that it be done quickly.

Let us here take a view of the results of this piece-meal system from January 1868 up to the present time, and within a radius of less than 200 miles from Tucson:

January 2d, 1868—Indians capture 40 mules from a herd, near Tubac.

Jan. 27—Indians capture Col. Lewis' train, near Tubac, and wound driver.

March 23—Indians capture 700 head of cattle near Picacho; two men, Johnson and Daniels killed.

March 27—Indians attack Montgomery's ranch on San Pedro, and run off 7 mules.

May 6—A Mexican killed by Indians three miles from town.

May 13—Indians capture 14 mules, the property of Hinds and Hooker, near Apache Pass.

May 26—Indians capture and destroy the mail from the Rio Grande; four men, Brownly, Tennessee, Knowls and King, killed, and four mules captured.

May 31—Indians capture 200 mules and horses from a herd, between Apache Pass and the Miembres.

July 13—Indians attack the train of Tully & Ochoa, at the Cienega; two men, Soto and Barba, killed; four men, Castenedo, Baregen, Moreno and Lucero, wounded, and 38 mules captured.

July 15—Indians attack a party near San Xavier, kill a friendly Indian and carry a woman into captivity.

July 16—Elonzo M. Erwin killed by Indians at Camp Grant.

July 25—Wm. Bothwell killed by Indians near the Colorado mine; J. H. Osborne of Camp Crittenden, wounded.

July 23—Indians attack Carroll's ranch, near Camp Crittenden, carry Mr. Carroll into captivity, and kill two men.

July 24—Corozozo killed by Indians near Camp Grant.

August 8—Indians attack the ranch of Mr. McCormick, on the Sonoita, drive off two men and destroy everything they are unable to carry off.

Aug. 27—James Pennington killed by Indians near San Xavier and his stock captured.

Aug. 30—Indians attack the California mail, near the Nine Mile station, and wound the driver, Mr. Lynn.

November 10—Indians attack a party of men near the Pass and kill one named Ballon, and wound two named Knox and Font.

Nov. 13—Indians kill a Mexican near the Pass.

January 17, 1869—Indians capture 40 head of cattle, the property of Mr. Casse, near Tubac.

Jan. 18—Indians capture Mr. Kitchen's entire herd, some 50 cattle and horses, and kill 200 sheep, near Tubac.

Jan. 27—Seven mules belonging to E. N. Fish & Co., captured by Indians near Tubac.

February 26—Indians attack the train of Thos. Venable near Camp Grant; two men, Price and Davis, killed; one man wounded and 12 mules captured.

March 18—California mail attacked by Indians near Picacho and the driver, Mr. Johnson, wounded.

March 19—Two Mexicans killed by Indians near the Picacho.

March 23—Indians attack a party near Camp Grant, kill one man and wound two.

March 26—Indians attack a Mexican three miles from town; he receives a slight wound.

April 10—Indians attack a mail near San Pedro, kill one mule and destroy the mail.

April 11—Indians attack the train of Thos. Yerkes, near the Sonora boundary, and capture forty-eight mules.

April 13—Seven Mexicans killed by Indians near Camp Crittenden.

April 24—Indians attack a government train near Camp Crittenden, kill two soldiers and capture 12 mules.

April 28—Indians attack a mail at San Pedro Crossing, kill the mule and destroy the mail.

May 10—Indians capture the herd of A. Lazard five miles from town.

May 11—Indians attack the train of Tully & Ochoa, on the Camp Grant road, and kill three men, wound two, capture 80 mules, and destroy two wagons.

May 17—Indians capture 14 mules from a herd, seven miles from town.

May 28—Indians kill a farmer on the San Pedro and run off his mules.

June 16—Mr. Pennington, of Sonoita, and his son, killed, and his stock captured by Indians.

June 19—Jose Jaramillo, going from Tucson to Mesilla, killed by Indians at Soldiers' Farewell.

June 23—Indians attack a mail near the Pass, kill the horse and destroy the mail. Indians steal a horse from Mr. Anderson's corral, at the Pass, break into his store-house and destroy several hundred dollars worth of property.

July 3—Indians make a descent upon the settlement on the San Pedro, kill three men, Johnson, McMurray and O'Donnell, and run off several animals.

July 12—Indians attack a wagon near Sulphur Springs, and appropriate mules and other property to the value of \$1000. One of the three men in charge of the wagon perishes from fatigue and thirst, the whole party having been obliged to flee for safety.

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The Southern Pacific.

[From the Louisville Courier-Journal.]

In your issue of June 2d the following paragraph appears, speaking of the railroad from Shreveport to Marshall:

There is now no railroad enterprise in the country that is attracting more attention or that can present more cogent arguments favoring its extension across the continent. And just here it is well to remark that we are advised that, of all the railroad projects now before Congress soliciting aid, this is the only one making any progress; and, what is still more worthy of notice, it is the only one in which parties interested have sufficient confidence to invest their money.

Whilst the writer can have no possible objection to the progress of that enterprise, it is certainly an untrue statement which is made above. If this Marshall & Shreveport line is "now before Congress soliciting aid, and is the only one making any progress," it is news to the writer, and will be to many other persons.

The Memphis, El Paso and San Diego Pacific railroad company has been, and is before Congress, and has twice been endorsed within the last four months. The right of way to the Pacific was passed in the Fortieth Congress, by 121 to 45; in the Forty-first Congress by 102 to 49. No action has been taken by the Senate, though forty one Senators have expressed their intention to support it. In the late convention at Memphis the unanimous expression of opinion was for this line, and the friends of the measure acted upon the suggestions of one of the Executives Board, Col. Blanton Duncan, who was a member of the Pacific railroad committee and had full powers from his company. The Senate committee upon public lands reported back, April 3, 1869, the bill with the proviso amendatory of the House resolution:

"That said company shall, within two years, build a branch road from Marshall, Texas, in as direct a line westerly as practicable to connect with the main line of their road at or near the 20th meridian of west longitude."

Thus the Senate seems to have ignored any claims on the part of the Marshall and Shreveport road to extend its line, and (as the friends of the Memphis and El Paso then thought) rather unjustly. The Memphis and El Paso Directors did not ask for this amendment, nor do they desire it. And if the Shreveport people can build the line within the time prescribed, and can give proper assurances that no penalties will ensue from their failure against the Memphis and El Paso, there will not be the slightest objection on the part of the latter road to permit the former to build this branch and take all the benefit. Indeed, it will require all the energy and all the influence of the Directors to attend to their own main trunk of nearly 2,000 miles. The act of Congress provides:

That the said company shall complete the construction of at least fifty miles of their road from Jefferson, Texas, within one year, and a continuous line fifty miles at least of said road, and a failure to comply with this condition shall forfeit so much of said right of way as is not occupied by the completed road of said company, and shall fully complete and equip their whole line of road within ten years from the approval of this act.

By this proviso the government insures good faith and diligence upon the part of the company. Ten millions of its first mortgage bonds have been sold upon the Paris Bourse, the only American railway securities which are quoted in that exchange. A telegram from Gen. Fremont, of the 20th May, was read to the Memphis Convention;

"Our bonds are selling on the Paris Exchange at 79, gold."

That equals 112 in greenbacks, at present rates of gold and exchange. The money thus secured will build and equip about 300 miles of the road. The iron is contracted for, and the line will be pushed as soon as Fremont returns from Europe, and the Directors determine minor details.

The Memphis and El Paso will be built within five years.

It is the route above all others in which Louisville and Kentucky are interested, for the line of travel from the Pacific to all the Eastern cities north of Norfolk must come through this State. The development of Northern Texas and the access to New Mexico, Arizona, Chihuahua, Durango, Sonora and Sonora will bring more commerce to Louisville than all she now enjoys. And with her traffic more than doubled, her population will increase correspondingly, and her proportions will be metropolitan before ten years have passed.

B. D.

General Fremont, whose departure for Paris we noticed several weeks ago, makes the visit, we since learned in the interests of the Memphis, El Paso and Pacific Railroad Company, whose Texas land grant bonds for \$10,000,000 for the first 300 miles of their road have been so successfully negotiated in the French market through his instrumentality. He is accompanied by Mayor James M. Daniel, Engineer-in-Chief of the company, whose personal inspection of material for the road, ordered in France, is required. The management of this enterprise has recommenced work on the road, independent of Congressional aid, and advertised for proposals for putting the first 300 miles in running order by October, 1870. The remaining 513 miles of the main trunk in Texas, as well as about 200 miles of its arm from the Brasos River to Marshall, running on the 32d parallel,

and also 200 miles of the Pacific Division of the road, between San Diego and Fort Yuma, the company expect to construct and complete within three years. An efficient representative of the Company, Gen. Morton C. Hunter, a member of Congress from Indiana, is on his way by rail to San Francisco, to start operations from San Diego under the superintendence of Col. Thomas S. Sedgwick, engineer for the Pacific Division of the road. The company intend soon to bring their lands in Texas, as well as around the Atlantic terminus on the harbor of San Diego, into the market.—*New Mexican.*

Latest News.

(From files of the daily New Mexican.)

New York, June 23.—Herald special from Havana says the steamship Cleopatra from Vera Cruz has arrived with dispatches from the city of Mexico to the 18th. Minister Nelson would arrive at the capital on the following day, and be officially presented to Juarez on the 19th. General Rosecrans would leave for Acapulco immediately. There was considerable excitement over the arrival of Mr. Nelson, foreigners expect either a protectorate over Mexico, or annexation to the United States. Mexicans are fearful that parties are getting a bogus claims to lay before the commission which is to meet at Washington. Three men are suspected of complicity in these bogus claims and have been arrested.

Havana, June 13.—Reports of heavy engagement at Puerto Padre are current. The Spaniards admit a loss of 600 killed and wounded, and claim that the Cuban loss exceeded 1200. Marmot was killed in the engagement.

The following news from Santiago de Cuba come from Spanish sources. A Schooner recently landed a party of one hundred filibusterers at a port about sixty miles east of Santiago. The party was betrayed by its guide who gave information of its landing to the officer commanding at Barrio. The troops composing the garrison marched out and coming upon the filibusterers a severe fight took place; fifty of the latter were killed, the rest captured, the leader shot, and the prisoners taken to Santiago for execution. All their stores were captured including \$29,000 in unsigned revolutionary currency, several hundred rifles, and three pieces of artillery.

Atlanta, Ga. June 23.—The Supreme Court of Georgia to-day decided in favor of the clause adopted in the new constitution for ever prohibiting marriage relations between white persons and persons of African descent and declared all such marriages null and void.

New York, June 23.—Mr. Worthington, minister to Uruguay, writes from Buenos Ayres that he had demanded from the Argentine government either an escort through the allies' lines, or for permission for a United States escort to pass through them, to enable our government to communicate with minister McMahon. Both the Buenos Ayres and Brazilian governments have refused the right on the ground that it could not then be granted without affecting the proposed hostile movements of the government, which were soon to take place, and which would open up the communication desired. Mr. Worthington replied that he had already waited 40 days for the movements to be made, that the right of the government of the United States to have the communication made was undisputed, and that the allies would not aid our government, it would be driven on its own resources to obtain the communication.

Commander Kirkland of the Wasp had a sharp correspondence with the Brazilian and Buenos Ayres governments on the subject.

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